

F20  
716

Approved For Release 2003/08/08 : CIA-RDP82-00457R001500700010-1

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

## INFORMATION REPORT

25X1

COUNTRY

China

CONFIDENTIAL

DATE DISTR. 26 May 1948

SUBJECT

Military and Economic Information: Soviet  
Personnel on the Chungchang Railway; Lumber  
Situation on the Railway

NO. OF PAGES 2

PLACE  
ACQUIRED

25X1

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO

Jan 48

25X1

SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED. HOWEVER, INFORMATION CONTAINED HEREIN MAY BE UTILIZED AS DEEMED NECESSARY BY THE RECEIVING AGENCY.

\*Except as stated

THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH  
USE OF TRAINED INTELLIGENCE ANALYSTS

25X1 1. The stationmasters, train conductors, engineers, signal men, purchasers and laborers on the section of the Chungchang Railway (中長鐵路) between Pokotu (121-54, 48-45) and Manchouli (117-27, 49-36) are among the approximately 600 Russians (?Soviet citizens) employed on this section. There are 341 Russians (?Soviet citizens) and over 70 White Russians (?Soviet citizens, former White Russians) employed on the section between Pokotu and Angangchi (123-48, 47-13). Between January and May 1947 there were 1,675 workers employed in Manchouli to load trains.

25X1

2. Between January and May 1947 the Soviet 46 Regiment was made responsible for the section of the railway between Pokotu and Manchouli. On 26 November 1947 six officers and 139 troops of the 46 Regiment arrived at Angangchi and were assigned to protect the railway between Angangchi and Ilikote (伊勒克特) (121-32, 48-50). The Inner Mongolian Peoples Self Protection Army is responsible for the protection of the railway between Hsangan (121-40, 48-49) and Tsoshangchien (山產商間). The Mongols and the Chinese Communists are responsible for the railway between Hailar (119-44, 49-13) and Pokotu.

25X1

3. A special car is often used to transport important Soviet personnel between Manchouli and Harbin. It is attached to the regular passenger run. During the period of the heaviest shipments to the USSR Soviet locomotives were often used on the railway. The locomotives were coal burners, of which some had been converted to wood burners.

4. Ties, fuel, telephone poles and other lumber products necessary for the operation of the railway are obtained from the Choerh (綽爾) lumber district, near Pokotu, and the Takeshih (? Yakoshih) (120-45, 49-16) lumber district. The Choerh lumber district supplies the needs of the Tsitsihar (123-57, 47-22) Railway Bureau. A special railway line was recently built into the Takeshih lumber district to facilitate the transportation of lumber products.

5. In a report dated 3 May 1947, HSU Jun-hai (徐潤海), office head of the Pokotu Lumber Industry, estimated that over 100,000 railroad carloads of lumber were left by the Japanese in the Choerh lumber district, and over 200,000 carloads were left in the Takeshih lumber district.

6. The East Mongolian Lumber Company (?recently) refused to permit any timber to be removed from the Choerh lumber district for the use of the Chungchang Railway. The Tsitsihar Railway Bureau then refused to haul any lumber for the East Mongolian Lumber Company or send any railroad cars to the Choerh district. Both sides were

CLASSIFICATION

CONFIDENTIAL

STATE #	NAVY #	NSRD	DISTRIBUTION	WARNING	NOTICE	THIS	DISTRIBUTION	LISTING	MUST BE
ARMY #	AIR								

EXCISED BEFORE PUBLIC RELEASE OF THIS DOCUMENT

CONFIDENTIAL Extracted by F.I.R.  
CONFIDENTIAL

CONFIDENTIAL in accordance with the letter of 15 October 1978 from the Director of Central Intelligence to the Archivist of the United States.  
Next Review Date: 2008

Document No. 240428

EXCHANGED TO Class.

DECLASSIFIED

EXCHANGED TO: 15

Approved For Release 2003/08/08 : CIA-RDP82-00457R001500700010-1

Auth: DTA REG. 77/1763

Date: 240428 BY: [ ]

CONFIDENTIAL

25X1

Approved For Release 2003/08/08 : CIA-RDP82-00457R001500700010-1  
CENTRAL INTELLIGENCE AGENCY

- 2 -

at a stalemate until an agreement was reached which included the following provisions:

1. The Chungchang Railway is allowed to enter the Choerh district only at Kouli (62 kilometers from Pokotu), where it may load fuel, ties, telephone poles and other lumber products needed by the railway for its own use.
2. The Chungchang Railway is prohibited from transporting any lumber to Pokotu for the purpose of selling or stockpiling it.
3. The Chungchang Railway will provide the East Mongolian Lumber Company with cars to ship lumber to Tsitsihar, Harbin and other northeastern cities.
4. Businessmen may buy lumber only at Palin (巴林) [Palinsu (122-20, 48-19)], Chalomuteh (扎羅木得) and Wunoerh (121-14, 48-53). All three places are on the railroad between Chalantun (122-45, 48-01) and Hailar.

CONFIDENTIAL

Approved For Release 2003/08/08 : CIA-RDP82-00457R001500700010-1

CONFIDENTIAL